

including the studs, a vulcanization mould for tyres including seats designed to retain the studs, a tyre for vehicle wheels including the studs, and a premoulded tread band containing the studs for retreading a tyre are also disclosed.--

IN THE CLAIMS:

Please cancel, without prejudice or disclaimer, claims 2-32.

REMARKS

Applicants submit this Preliminary Amendment and a continuation application under 37 C.F.R. § 1.53(b).

In this Preliminary Amendment, Applicants add section headings and section subheadings to conform to U.S. practice and amend the specification to improve clarity. Additionally, Applicants add claims to the right of priority and benefit. The originally-filed specification, claims, abstract, and drawings fully support the amendments to the specification. No new matter was introduced.

If there is any fee due in connection with the filing of this Preliminary Amendment, please charge the fee to our Deposit Account No. 06-0916.

Respectfully submitted,

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ABSTRACT OF THE DISCLOSURE

A stud for vehicle tyres includes a central body, a tip connected to a first end of the central body, and a base provided on a second end of the central body. The first end of the central body is opposite the second end. The stud has at least one abutting shoulder arranged at a predefined distance from the tip. A method for manufacturing a tyre for vehicle wheels including the studs, a vulcanization mould for tyres including seats designed to retain the studs, a tyre for vehicle wheels including the studs, and a premoulded tread band containing the studs for retreading a tyre are also disclosed.

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APPENDIX TO PRELIMINARY AMENDMENT

IN THE SPECIFICATION:

Please amend the specification, as follows:

Page 4, lines 28-33, amend the paragraph, as follows:

The Applicant has perceived that, according to the known methods described above, during the extraction of the cured tyre from the mould, nearly [the total amount] all of the studs incorporated in the tread band [is] are subjected to [a] forces which damage[s] the bonds obtained between the studs and the [compound] compound.

Page 10, lines 11-14, amend the paragraph, as follows:

The compound of the tyre tread band is of the type well known to persons skilled in the art and is [suitable selected] suitably selected for winter usage, in particular involving studded tyres.

Page 10, line 26, to page 11, line 15, amend the paragraphs, as follows:

As indicated above, a mould of the centripetal type, which is used for moulding and curing radial-carcass tyres, comprises two side portions of an annular shape - referred to as "cheeks" - which are coaxially facing, axially and mutually displaceable with respect to each

other and substantially corresponding to the [side walls] sidewalls 10 of said tyre, not shown since not particularly relevant for the purposes of the present invention. A central annular portion is arranged between said cheeks and comprises a plurality of sectors arranged between said cheeks and comprises a plurality of sectors (usually varying from 4 to 10) which are circumferentially arranged around the axis of the mould and are radially displaceable in both the directions perpendicularly with respect to said axis. These sectors are designed to act on the tread band of the tyre so as to define thereon a so-called tread pattern[: for]. For this purpose, on their internal surfaces designed to come into contact with the tread band, they are provided with a plurality of protrusions 222 so as to produce longitudinal and/or transverse grooves defining the ribs and/or the blocks of the desired tread pattern.

As for the cheeks, if it is required to form raised portions on the side walls of the tyre, for example, in order to provide for graphic elements identifying the tyre itself (e.g., trade name or tyre size), said [cheecks] cheeks are usually provided with corresponding cavities designed to produce said raised portions.

Page 14, lines 7-23, amend the paragraph, as follows:

Generally, said portion 307 is divided into two different zones: a first one which is connected to central body 301 and has the same diameter of the latter, and a second zone which is connected to end portion 302 and has a diameter lower than that of the first zone. Said two different zones of portion 307 define an annular abutting shoulder which is located at a predefined distance from the external end of tip 303. In accordance with specific [performace]

performance properties required [to] for a given tyre, the distance of said abutting shoulder from the external end of tip 303 can be suitably chosen. In fact, as described in detail[s] in the following [of the present] description, varying the distance of said abutting shoulder from the external end of tip 303 implies a variation in the length of the stud part which emerges from the external surface of tread band 34 and contacts the ground.

Page 16, lines 26-33, amend the paragraph, as follows:

A further adhesion-promoting additive is a resorcin/hexa-methoxy-methyl-melamine (HMMM) system, which is generally used in combination with a medium/low amount of sulphur. Resorcin and HMMM react together and give rise to a layer interposed between the rubber blend and the metallic stud, said layer promoting the adhesion with the rubber and protecting the metal from aging, sulphur attack, and/or moisture.

Page 17, lines 15-29, amend the paragraph, as follows:

Advantageously, with a single bush 206, it is possible to use studs with an abutting shoulder located at different distances from tip 303, said different distances corresponding to different values of the projecting portion of stud 300 from the external surface of the tread band. For example, with the bush measurements described above, it is possible to obtain a projection of between 5.5 mm and 6.5 mm. The dimensions of the bush have been determined so that tip 303 never comes into contact with magnet 205 and the [megnetic] magnetic field continuously exerts its attractive force on the stud. It can be noted that it is preferred that the studs do not come into

[contacts] contact with the corresponding magnets in order to provide an easy detachment of the cured tyre from the mould.

Page 17, lines 36-39, amend the paragraph, as follows:

The shape and internal dimensions of bushing 206 are designed to be adapted to the shape and the dimensions of the top part of stud 300, i.e., tip 303, end portion 302, and [cilindrical] cylindrical portion 307.

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